

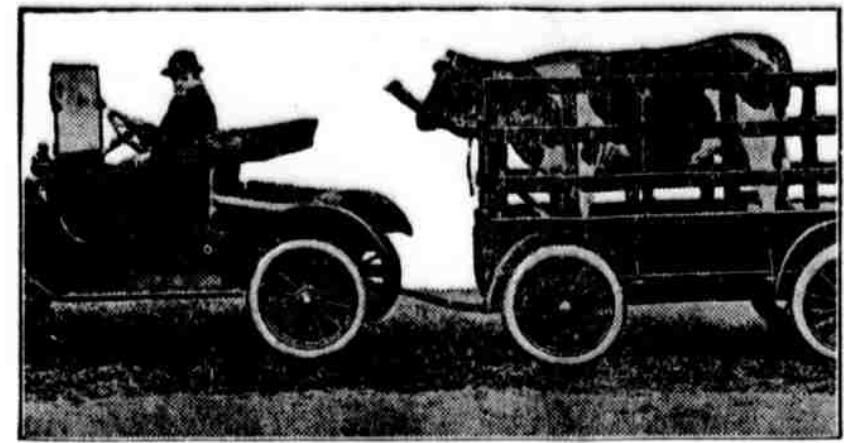
COUNTY AND SANITARY DISTRICT HEADS AND JUDGES OF THE AP- PELATE, CIRCUIT AND SUPERIOR COURTS

Board of County Commissioners—
Peter Reinberg, President.
Commissioners City District:
Peter Reinberg.
Charles N. Goodrow.
Robert W. McKinley.
Frank J. Wilson.
Emmett Wheelan.
Joseph M. Fitzgerald.
Bartley Burg.
Albert Nowak.
Daniel Ryan.
John Budinger.
County District:
William Busse.
Joseph Carolan.
Dudley D. Pearson.
George A. Miller.
William H. McLean.
Committee Clerk Peter J. Ellert.
Room 537, Court House.
Address all commissioners Room
537, County Building.
Henry A. Zender, Superintendent
of Public Service.
Sheriff—
Charles W. Peters.
County Treasurer—
Harry R. Gibbons.
Jacob Lindheimer, Assistant Treas-
urer.
Recorder of Deeds—
Joseph F. Haas.
**Registrar of Titles (Torrens Sys-
tem)—**
Joseph F. Haas.
F. R. Steiner, Chief Clerk.
R. 120, 1st floor, County Building.
County Clerk—
Robert M. Switzer.
John H. Mack, Chief Deputy.
John P. Keever, Chief Bookkeeper.
J. S. Mayer, Chief Cashier.
Louis C. Legner, Chief Marriage
License Department.
James G. Wolcott, Chief Tax Re-
demption Department.
M. J. Browne, Chief Map Depart-
ment.
Daniel Herlihy, Chief Election De-
partment.
R. 233, 2nd floor, County Building.
Martin J. O'Brien, Chief of Tax Ex-
tension Department.
Frank L. Padeloup, Head Clerk.
R. 217, 2nd floor, County Building.
**County Comptroller and Clerk Board
of Commissioners—**
Robert M. Switzer.
William J. Graham, Deputy Compt-
roller.
M. J. O'Connor, Chief Clerk.
R. 511, 5th floor, County Building.
Clerk of the County Court—
Robert M. Switzer.
George L. McConnell, Chief Clerk.
J. G. H. Meyer, Chief Insanity Di-
vision.
R. 600, 6th floor, County Building.
County Agent—
Wm. H. Ehemann, 213 South Peoria
Street.
Cook County Hospital—
Cor. of Harrison and Wood Sts.,
Chicago, Ill.
Michael Zimmer, Warden.
Oak Forest Institution—
Henry L. Bailey, Superintendent.
Mail P. O. Oak Forest, Ill.
Public Welfare Bureau—
Amelia Sears, Director.
R. 722, 7th floor, County Building.
Coroner—
Peter M. Hoffman.
David R. Jones, First Assistant.
R. 500, 5th floor, County Building.
Clerk of the Circuit Court—
August W. Miller.
Louis Hutt, Chief Deputy.
Otto Besserer, Chief Clerk.
R. 412, 4th floor, County Building.
Clerk of Juvenile Court—
August W. Miller.
Edward R. Arkenaw, Chief Clerk.
R. 1007, 10th floor, County Build-
ing.
Clerk of the Superior Court—
John Kjellander.
Leonard A. Brundage, Chief Deputy.
James French, Chief Clerk.
R. 437, 4th floor, County Building.
Clerk of the Criminal Court—
William R. Parker.
Robert R. Levy, Chief Clerk.
Criminal Court Building, cor.
Michigan St. and Dearborn Ave.
Clerk of Probate Court—
John P. Devine.
R. 623, 6th floor, County Building.
Clerk of the Appellate Court—
James S. McInerney.
John E. Connerty, Chief Deputy.
R. 1400, Michigan Blvd. Building.
Members of Board of Review—
Patrick A. Nash.
Edward R. Litzinger.
Stephen D. Griffin, Chief Clerk.
William P. Feeney, Assistant Chief
Clerk.
R. 327, 3d floor, County Building.
Members of Board of Assessors—
Michael K. Sheridan.
George K. Schmidt.
W. H. Weber.
Adam Wolf.
Chas. Krutckoff.
R. 312, 3rd floor, County Building.
**Cook County Civil Service Commis-
sion—**
Harry A. Lipaky, Chairman.
James M. Whalen, Secretary.
Ralph H. Peck.
William F. Foehrman, Office Secre-
tary.
R. 547, 5th floor, County Building.
County Superintendent of Schools—
Edward J. Tobin.
R. 506, 5th floor, County Building.
State's Attorney—
MacLay Hoyne.
M. P. Sullivan, First Assistant.
Criminal Court Building.
Chas. Case, Jr., in charge of Cook
County Law Department.
R. 507, 5th floor, County Building.

JUDICIARY.
Illinois Supreme Court—
Judge Orrin N. Carter.
R. 1022, 10th floor, County Build-
ing.
Appellate Court—
Branch 1.
William H. McSurely.
William E. Dever.
Jesse Holdom.
R. 1400, Michigan Blvd. Building.
Branch 2.
Charles A. McDonald.
John P. McGorty.
Albert H. Barnes.
R. 1400, Michigan Blvd. Building.
Branch 3.
Thomas Taylor, Jr.
Clarence N. Goodwin.
R. 1400, Michigan Blvd. Building.
Judge of Probate Court—
Henry Horner.
Judge of County Court—
Thomas F. Feully.
Judge of Juvenile Court—
Merritt W. Pinckney.
Judges of Superior Court—
Albert C. Barnes.
Theodore Brentano.
Joseph Sabath.
Wm. Fenimore Cooper.
William E. Dever.
Joseph H. Fitch.
Charles M. Foell.
Henry Guerin.
Jacob H. Hopkins.
Martin M. Gridley.
Marcus A. Kavanagh.
Charles A. McDonald.
M. L. McKinley.
William H. McSurely.
John M. O'Connor.
Hugo Paim.
Denis E. Sullivan.
John J. Sullivan.
Joseph E. David.
Oscar Hebel.
Extra Judges—
10th floor, County Building.
Judges of the Circuit Court—
Victor P. Arnold.
Robert E. Crowe.
Jesse Baldwin.
George F. Barrett.
David M. Brothers.
Jesse Holdom.
Frank Johnston, Jr.
George Kersten.
David F. Mathech.
John P. McGorty.
Merritt W. Pinckney.
Kirkham Scanlan.
Frederick A. Smith.
Thomas Taylor, Jr.
Charles M. Thomson.
Oscar M. Torrison.
Richard S. Tutill.
Charles M. Walker.
Thomas G. Windes.
Jury Commission—
Joseph H. Barnett.
Otto Poppel.
Chas. W. Seiwert.
Chas. L. Caswell, Chief Clerk.
R. 824, 8th floor, County Building.
Chicago Law Institute and Library—
10th floor, County Building.
William Holden, Librarian.
County Supt. of Highways—
George A. Quinlan.
R. 325, 3rd floor, County Building.
President of Sanitary District—
Chas. H. Sengel.
Trustees of Sanitary District—
William J. Healy.
Patrick J. Carr.
Wallace G. Clark.
Harry R. Little.
Chas. H. Sengel.
George W. Paullia.
W. O. Nance.
James H. Lawley.
M. A. Mueller.
900 S. Michigan Ave. (Karpis
Building). Telephone Wabash
1320.
Cook County Building—
Occupies block, Randolph, Wash-
ington, Clark and La Salle Sts.
John Czekala, Custodian.
Criminal Court Building—
Cor. Michigan and Dearborn Ave.
Jacob Pomerantz, Custodian.
Cook County Jail—
Criminal Court Building, Dearborn
Ave., between Michigan and
Illinois Sts.
William T. Davies, Jailor.
County Surveyor—
Harry Emerson.
R. 426, 4th floor, County Building.
County Architect—
Eric E. Hall.
139 N. Clark St.
**Judge Charles A. McDonald is mak-
ing a splendid record on the Superior
Court bench. He is a conscientious
and fair-minded judge.**
**Sidney Adler, the well known law-
yer, is in the front rank of boomers
in his native city—Chicago.**
**Fred W. Upham would make a
splendid United States Senator if he
would consent to make the race for
that position.**
**Corsiglia Brothers' fine restaurant,
at the Southwest corner of Orleans &
Illinois streets, is a great favorite with
hundreds of the big business men and
manufacturers in the vicinity. Cor-
siglia Brothers have long held a great
name for their unrivaled Italian cook-
ing. Their Spaghetti and Ravioli have
won well deserved reputations on ac-
count of their excellence.**
**Judge John Stolk of the Municipal
Court is one of the most popular ju-
rists on the bench. He is fearless,
able and honest.**
**Dixon C. Williams, the well known
manufacturer, deserves well at the
hands of the Democratic party. He is
a born leader.**
**C. E. Karstrom, the well known
manager of sales for the Big Creek
Colliery Co., is one of the most popu-
lar men in Chicago connected with
the coal trade.**
**James Scala is meeting with a great
success and fine patronage in his
New Italy restaurant on the second
floor of 61 West Monroe street. It is
very popular with professional and
business men.**
**Congressman Thomas Gallagher of
Chicago is one of the most influen-
tial men in Washington.**
**James Scala's Italian restaurant at
61 West Monroe street is very pop-
ular.**

AUTO NEWS

RIGHT HERE IS PRACTICAL SOLUTION OF DIFFICULT SHORT-HAUL PROBLEM



Going to Market Quickly and Comfortably.

(Prepared by the United States Depart-
ment of Agriculture.)
Hauling farm produce to market in
motor trucks represents one means of
the successful solution of the "short
haul," one of the most difficult prob-
lems which confronts the transportation
expert.

The failure of railroads to keep
pace with the expansion of the short-
haul business; the development of the
producing areas adjoining the larger
cities in proportion to the production
demands asked of them; and the up-
building of the motor truck manufac-
turing activities, as well as the re-
cent war emergency crisis, have popu-
larized this method of moving farm
produce to market.

First Make Study of Conditions.
Pioneers have made mistakes which
should teach valuable lessons for
their successors. For example, too
many ambitious motor men buy their
truck first and then make a study of

ADVICE ON BUYING TRUCK.

There are several sources of
information which may be
helpful to the man contemplating
the purchase of a motor-
truck.

Previous personal experience
of the operator is exceedingly
valuable. Experiences of other
operators may often be secured
for the asking. Motor truck man-
ufacturers will be glad to furnish
prospective purchasers with such
information of this nature as
may be available. Data se-
cured from truck manufacturers
very often do not indicate
the conditions under which the
figures were secured.

Information thus offered is
usually an honest attempt to aid
buyers, but almost invariably
there is too much generalization
to make such figures a very val-
uable basis of estimation.

Many cost statements issued
by truck companies do not take
into consideration the varying
classes of highways over which
trucks run, variations in the
load, total monthly or yearly
mileage and other important
factors.

A bulletin recently issued by
the United States department of
agriculture's bureau of markets,
"Motor Transportation for Rural
Districts," will aid the prospec-
tive operator. It will be sent
free on request.

local conditions and the prospects for
the development of a profitable and
permanent hauling business in their
communities. They neglect to inventory
such critical conditions as the
volume of farm products produced
along the contemplated routes, the vol-
ume of miscellaneous hauling supplie-
mentary to regular loads; the compe-
tition of other carriers and the char-
acter of the highways over which the
trucks must run. A motor truck route
established in a sparsely-settled or
nonproductive region is foredoomed to
failure. At least a potential supply
of commodities must be available for
hauling if there is to be sufficient busi-
ness to make the route a paying one.
A region devoted to the production of
a few staple crops which move to mar-
ket during a comparatively brief sea-
son, will not provide business for a
permanent route. For successful op-
eration a reasonably dependable ton-
nage is essential throughout the year.

SAFETY FIRST

First, assume that you must
look out for yourself and the
other fellow, too. Don't rely
wholly on the other fellow do-
ing the right thing, and you'll
be on your guard if he does the
wrong thing, and ready for the
emergency.

Do not cut the corners in turn-
ing, but keep well to your side
of the street and look both ways
before you make the turn.

Put out a hand as a guide to
the car following or approach-
ing.

In passing a slower moving
vehicle, pass it on your left, but
in passing a street car always
keep to the right.

Do not follow another vehicle
too closely. It might stop sud-
denly.

Dim your lights when ap-
proaching another auto on the
road.

Use common sense at all times
and you'll save trouble for your-
self and the other fellow.

MOTORTRUCK FEES DIFFER

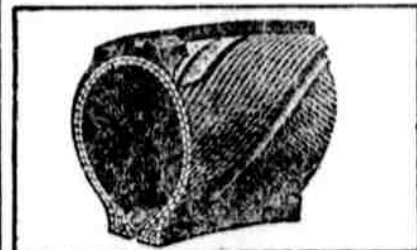
No General Understanding Through-
out the Country as to Rate
to Be Paid.

At the beginning of 1919 there were
still 22 states in which motor trucks
were registered at the same rate as
pleasure cars. Recent years, however,
have shown quite a general tendency
to increase the fees required for heavy
motor trucks. This increase usually is
based on the weight of the truck, its
carrying capacity, or a combination of
its carrying capacity and its horse-
power. However, there is as yet no
evidence of any well-defined general
goal toward which this movement is
tending. Some states are placing a
definite maximum weight which may
not be exceeded except in very special
cases; others are evidently relying on
discouraging or limiting the use of
very heavy trucks by making the regis-
tration fees so large as to practically
prevent the realization of any profit;
while still other states are making no
serious efforts except to limit the
weight of the wheel loads per inch
width of tire. The terms motor truck
and commercial vehicle, moreover, are
very definite. In some states the term
commercial vehicle as used includes
all trucks, while in others only those
vehicles used for hire are classed as
commercial.

NEW AUTO TIRE FINDS FAVOR

Claimed by Those Who Have Used It
to Last Longer Than the
Ordinary Make.

Manufacturers of automobile tires
are keeping right to the front in the
motor car industry. Buying new tires
to replace the old wornout and dam-
aged ones is one of the chiefest
sources of expense in the ownership
and operation of an automobile. Even
with the lighter weight cars the tire
cost per mile of travel is equal to, if
not greater, than the cost of fuel and
oil; with the heavy weight, high-
priced cars using the larger sizes of
tires, the tire cost per mile is often



considerably more than is the cost
of fuel and oil. Herefore the outer
casings of tires have been made up
of a combination of woven canvas fab-
ric and hard rubber. During the
past five years there has come onto
the market a new type of casing
known as the "cord" tire, which is
rapidly gaining favor with motorists,
as they claim it is longer lived than
is the canvas fabric casing. In this
new tire, instead of using a woven
canvas fabric as a foundation, there
is used a series of strong cotton cords
or string. The claim is that these
cords will not break as readily under
the varying strains of country road
usage as will the woven fabric. If
one realizes that when the fabric is
worn or rotted out the tire is useless,
he will see the importance of having
this foundation material of the very
best which is available and which can
be used.—Farming Business.

OBSTRUCTION IN FUEL PIPE

Various Causes for This Annoying
Trouble, but the Remedy is a
Simple Matter.

Sometimes the vacuum tank of a
fuel system remains dry when there is
plenty of gasoline in the main tank.
Generally this is due to foreign matter
making its way into the fuel pipe be-
tween the two tanks and obstructing
the passage of the liquid. When this
is the case the simplest remedy con-
sists in filling the float chamber of the
carburetor with gasoline—usually
drawn from the main tank—and then
starting the engine. This will clear out
the pipe line by suction nine-tenths out
of ten and the vacuum tank will begin
operating again. Sometimes it is nec-
essary to speed up the engine some-
what in order to loosen the obstruc-
tion.

Occasionally the cause of the trouble
is the stoppage of the small air hole in
the filler cap of the main fuel tank.
This should be kept open to give play
to the pressure of the atmosphere on
the fuel.

STATE OFFICIALS

Governor,
FRANK O. LOWDEN.
Lieutenant-Governor,
JOHN G. OGLESBY.
Attorney General,
EDWARD J. BRUNDAGE.
Secretary of State,
LOUIS L. EMMERSON.
State Treasurer,
LEN SMALL.
Auditor,
ANDREW RUSSELL.
Superintendent of Public Instruction,
FRANCIS G. BLAIR.
Clerk of Supreme Court,
CHARLES W. VAIL.

CITY OFFICIALS

Mayor,
WILLIAM HALE THOMPSON.
Treasurer,
HENRY STUCKART.
City Clerk,
JAMES T. IGOE.
Comptroller,
GEORGE F. HARDING.
Corporation Counsel,
SAMUEL A. ETTLESON.
Commissioner of Public Works,
CHARLES R. FRANCIS.
Commissioner of Health,
JOHN DILL ROBERTSON, M. D.
General Superintendent of Police,
JOHN J. GARRITY.

COUNTY OFFICIALS

State's Attorney,
MACLAY HOYNE.
County Treasurer,
HARRY R. GIBBONS.
Recorder of Deeds,
JOSEPH F. HAAS.
Sheriff,
CHARLES W. PETERS.
County Judge,
THOMAS F. SCULLY.
County Clerk,
ROBERT M. SWITZER.
Probate Judge,
HENRY HORNER.
Probate Clerk,
JOHN F. DEVINE.
Criminal Court Clerk,
WILLIAM R. PARKER.
Superior Court Clerk,
JOHN KJELLANDER.
Circuit Court Clerk,
AUGUST MILLER.
Coroner,
PETER M. HOFFMAN.
President County Board,
PETER REINBERG.
Board of Review,
P. A. NASH.
Edward R. LITZINGER.
Board of Assessors,
WILLIAM H. WEBER.
ADAM WOLF.
GEORGE K. SCHMIDT.
CHARLES KRUTCKOFF.
MICHAEL K. SHERIDAN.

Richard M. Hennessey, the well
known building contractor, has an
honored record for ability and ef-
ciency.

F. William Mof, with the big and
well-known South Water street house
of C. H. Weaver & Co., is one of the
most popular men in the vegetable
and fruit trade.

Robert R. Jampolis would make a
great judge.

Secretary of State Louis L. Emmer-
son is making a fine record and many
friends by the able and efficient man-
ner in which he conducts his great
office.

Otto Rueter, the leader among Chi-
cago real estate subdividers, has
opened a new office at 32 North Dear-
born street. It is encouraging to the
real estate world as well as to the
property owners and prospective buy-
ers to see Mr. Rueter blazing the way
to a big trade with the finest real es-
tate office in Chicago on the ground
floor of a big building on a prominent
loop street.

Captain Henry Channon, the well
known and highly respected president
of the H. Channon Company, is one
of the men who is always working to
make Chicago greater. Captain Chan-
non's public spirit, his natural energy
and his great popularity make him a
valuable man to any cause that he
espouses.

Chester A. Phillips & Co., the well-
known sales engineers, in the Old
Colony Building, have a national rep-
utation for efficiency and square deal-
ing and no concern in the country
furnishes better locomotives, steam
shovels, excavators, locomotive cranes,
railway cars, steel rails, railroad
power, mining, shipbuilders and con-
tractors equipment.

Hey Bros. Motor Car & Garage
Company at 4621 to 4629 Cottage
Grove avenue maintain one of the
largest garages in the city and their
"daylight and night service" is the
best of any.

Emanuel Weil has been connected
with the New York Life Insurance
Company for over twenty years. No
insurance agent in the country is
more popular with the public, or
more loyal to his friends than Mr.
Weil.

Dan W. Kaufman of the Congress, is
one of the most popular hotel men
in the country.

Charles H. Lamson is one of Chi-
cago's greatest paving experts.

Elect Thomas A. Smyth a delegate
to the constitutional convention.

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and Grinders.
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Duntley Electric Drills, Grinders
and Hoists.
Hummer Hammer Rock Drills.

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